### HILL'S LIQUOR ALLIES.

THE WHISKEY GOVERNOR'S ROCHESTER DRESS REHEARSAL.

RUMSELLERS SETTING THE PACE FOR THE DEMOCRATIC CONVENTION - AIMING TO

> WIPE OUT LAWS RESTRICTING THEIR TRAFFIC.

[BY TELEGRAPH TO THE TRIBUNE.] Rochester, Sept. 3.—The whiskey Governor's whiskey supporters have been invited by him to attend the Democratio State Convention which meets in Syracuse on October 1. Mr. Hill, however, s aware of the advantages of a dress rehearsal befor the curtain rises upon these plays in which he is to be the chief actor. Such a rehearsal he now ventions, is in use this year as a theatre. Shakesvidently proposes to hold in this city to-morrow speare Hall, which has been selected in its place, was with the liquor dealers of the State as his assistants. full of workmen this afternoon completing prepara-With their aid he can give such a mimic representations, and smelled strongly of fresh paint. It is a tion of what he desires to be enacted by the Democratic State Convention that no delegate to that of a brick building near the canal, and will seat adjournment. fully what is done on this stage. It is well known "Perhaps we shan't quite fill it," said Frederick F. change of ideas and a review of the general situation.

The Mr. Hill that the liquor dealers of the State are Wheeler, the blond-haired Albany furniture dealer. It was not explained why this could not have been the state are wheeler. not content simply with being let alone, they wish who for five years has been chairman of the State to see the State Government relax the present re-trictions upon liquor selling. The liquor dealers here there won't be much room for the general public. of the State did not give Mr. Hill the large bribery Five delegates are appointed from each Assembly fund of \$300,000 last fall simply to prevent legisla district, with one additional for every 100 votes cast tion hostile to them. It was given also to secure for Dr. Huntington, the candidate for Secretary of ject of the corn tariff, which has been unsettled ever legislation favorable to the liquor trade. The delegates State in 1887, and one for every fraction exceeding Beer Dealers' Association of the State of New-York," which will be held in this city to-morrow, intend than that at the Republican Convention at Saratoga." le suggest the passage of laws in the interest of their a view of influencing the Democratic State Convention the probable contents of the party platform. "It to adopt an excise plank which will substantually pledge the Democratic party to the policy of relaxing said, significantly, "I don't know that it will the laws against liquor selling. Mr. Hill in the call enunciate any new doctrine or principle, or comment which he drew up for the election of delegates to the on any action of Governor Hill or anybody else Democratic State Convention invited "all who are What he says concerns the Republican party and not opposed to inequitable and appressive sumptuary us. We have no concern as a party with his invitalegislation" to elect delegates. In other words he tion to the liquor dealers. The Platform Committee invited the liquor dealers and their friends to elect isn't appointed yet, and consequently nobody knows delegates to the Democratic Convention. From the what it will contain. As to our financial embarrass-talk of the liquor dealers who have already arrived ment, of course we're hard up and always have here to attend the convention to morrow, it is evident been, but we have no debts that a collection made that they intend to avail themselves liberally of this invitation of Mr. Hill. It is purposed to thank Gov. the chairmanship of the committee has nothing to do ernor Hill in resolutions for his vetoes of the Crosby With the party's financial condition. I simply want High License Bill and the Vedder Liquor Tax bills to give more time to my business and let somebody on the ground that by these vetoes he saved the liquor else have a chance. I have held the position now dealers \$4,000,000 yearly which would otherwise have for five years and have performed its executive duties gone into the treasuries of the several counties of the almost unaided. When I undertook them, the party

The leaders of the State Wine, Liquor and Beer Brooklyn, Albany, Syracuse, Utica, Buffalo and other cities along the line of the New-York Central Railroad. The delegation from New-York and Brooklyn marched along Main-st, to-night, headed by a brass band. One looking at the line of men in this procession would be unable to distinguish them from the usual lot of men who attend Democratic conventions. field against us." They found Rochester-st, quite profusely decorated with flags in their honor. Opposite the New-York Central depot there is a row of ten liquor stores. All of these stores had their doors and windows nd around with flags and evergreens to-night, and also displayed large placards with the words written em. "Welcome, Delegates," Among the chief delegates who arrived was Max D. Stern, a member of the Excise Commission of last year; Bern d T. Keins, of New-York, president of the association; Benjamin McCutcheon, of Brooklyn; David W. Deshler, of Utica, for many years member of the Democratic State Committee; George Camp-bell, of Syracuse, and Morris D. Kueski, of New-present managers, and some plain criticisms of their York. The Executive Committee held a meeting at Maennerchor Hall, where the convention will mee to-morrow. It was reported that six agents had lilld Assembly District of Onondaga County, who has been employed since a year ago in persuading liquor several times received important nominations on the dealers to join the association. It was stated that State ticket, and who ran for the Court of Appeals there are 15,000 liquor dealers who now belong to in 1882, against Judge Ruger and Judge Andrews, the association. The agents said that one obstacle to the association bringing within its membership every liquor dealer in the State was the high of a scold," he said, when seen at his law office here fee of \$50 asked for admission. It was resolved to this morning. " It is too censorious and narrow-

lower this admission fee.

Mr. Kearns, the president of the association, when asked about its attitude toward Governor Hill, said:
"We are pleased with his administration because he has protected our trade." That was the sentiment of other members of the Executive Committee. It was stated that the large sum of \$10,000 had been raised by liquor-dealers of Rochesier for the entertainment at a binquet of the members of the association.

In a discussion of the action to be taken by the convention to-morrow it became clear that one of the chief objects of the meeting is to secure the united support of the hand objects. Mr. Hammen has himself prepared the outline of a platform which he will offer, if permitted. It is particularly sowers on the Democrate, but is framed in a sensible and business-like way and may accordingly be expected to stir things up, if brought before the chief objects of the interest. Mr. Stern will present a bill in the interest of the liquor-dealers if the Legislature should be supported by the convention. convexion to morrow it became clear that one of the chief objects of the meeting is to secure the united support of the higher dealers to a general revision of the excise haws in their interest. Mr. Stern will present a bill in the interest of the fluor dealers if the Legislature should be Democratic. Another object of the convention is to point out to the liquor dealers the pecuniary advantages they would derive by the election of a Democratic Legislature and to make them exert all their strength in opposition to the election of the Republican candidates. Governor fluirs fine hand may be detected in these suggestions. There is nothing that he so hadly needs to further his scheme to secure the Democratic Legislature. In addition the convention will formally adopt a new constitution. The preamble to this document clearly shows the aims of the association. The preamble to this document clearly shows the aims of the association. The preamble to this document clearly shows the aims of the association. The preamble honorshly and legally, without fear or favor, we, the wine, beer and liquor dealers of the State of New-York have formed an association under the name of "The Wine, Liquor and Beer Dealers' Association of the State of New-York have formed an association and the statute books. In the furtherance of the objects we here by pledge our honor virtually to each other to lay adde our statute books. In the furtherance of the objects we here by pledge our honor virtually to each other to lay adde our works have brought them.

state books. In the furtherance of the objects we here pledge our honor virtually to each other to lay aside our individual political preferences and to lend our aid, in- FIRES QUENCHED BY RAIN AND SNOW. fluence and vote to defeat all candidates for offices of public trust who will not give positive and public assurance of their willingness to urge and vote for such just and equit- GREAT DESTRUCTION OF FINE TIMBER IN MONwhich we, as good citizens and honest mer-entitled. We therefore urge upon all dealers chants, are entitled. throughout the State to combine together in their various

scalines and demand their rights as American citizens.

The convention will apparently be attended by out 800 delegates, and will be the largest ever held the liquor dealers in this State.

#### BEEF-SHIPPERS NOT EAGER TO TESTIFY

SUMMONSES OF A SENATORIAL COMMITTEE NEGLECTED IN CHICAGO.

Chicago, Sept. S.—Philip Armour, Nelson Morris, G. F. Swift, Frank Vogel and John B. Sherman, all minent packers and dressed beef merchants of this city, failed to answer the summons to appear to-day before the Senatorial Committee which is here investigating the meat product question. Senator Vest ordered another summons for their appearance to be Testimony was given before the committee by Ashley C. Halliwell, an employe at the stockyards. He said that the receipts of 1888 made last year the banner year of all before that time, but the receipts

thus far for 1889, amounting to 297,000, ran very much ahead of those of the first eight months of Of these about 25,000 were from Texas; 11,000 from Montana, Wyoming and the Northwest, and the rest from the Central States, Illinois being in the lead. At Kansas City and Omaha the business has steadily increased, but at St. Louis the trade has barely held This remark brought Senator Vest to his feet with the question: "Have you not heard that clique of Chicago shippers made a combination with me of the railroads by which cheaper rates were obtained from Chicago, and that by this St. Louis siness was ruined?" The witness bad heard some talk of such things. The Senator pressed him harder brought in the name of Nelson and Allerton and some others, as having been parties to the "Evener's" combination Eastburne, a stockyards commission man, said he saw a marked change in the markets of late While the supply of stock increased, the numer of buyers showed no proportionate increase. attributed this to the dressed beef men. Frederick J. A gas main passes close to the frent of the excavation. Rowland, a former chief bookkeeper and confidential man for Nelson Morris & Co., was the next witness In reply to a question he stated that an agreement abination had been entered into by Nelson Morris & Co., Armour & Co., Swift & Co. and others to sustain the price of dressed beef. They agreed on certain prices in certain States, and there were certain other States excluded. That is, in those States

they could pay any price they chose. Mr. Rowland suggested that his idea of the solution of the present t's what I think," said Senator Vest, " but that is !

issued compelling the attendance of Mr. Armour, Nelson Morris and others before the committee. It is understood that fectator Farwell will use his influence to secure the attendance of the gentlemen without attachments. Senator Vest said: "We do not want the sensational features of such proceedings if they can be avoided."

COLD WATER DELEGATES.

GATHERING FOR TO-DAY'S CONVENTION IN

SYRACUSE.

ONE OF THE LEADERS THINKS THE PARTY NEEDS REFORM-NAMES MENTIONED FOR PLACES ON THE TICKET.

ENTELEGRAPH TO THE TRIBUNE. I Syracuse, Sept. 3.—The Albambra Rink, in which the New-York Prohibitionists usually hold their con speare Hall, which has been selected in its place, was large room, with a gallery and stage, on the top floor

the State Convention of the "Wine, Liquor and fifty. Dr. Huntington received over 41,000 votes, so the attendance will probably be considerably larger Mr. Wheeler professed profound ignorance as to These suggestions will be made directly with the probable nominees for the various State offices, or was all in pieces, and nobody could speak with any certainty about its future. To-day it is well or-Dealers' Association arrived here to-day, and special ganized and running on business lines, and is stronger trains brought large delegations from New-York, than it ever was before. Of course Warner Miller reduced our vote largely last year, but we have more than picked up what we lost then. I couldn't make any predictions as to our probable strength in November. I will say, however, that we shall poll a larger vote than we did in 1887, and this in spite of any candidate who can be brought into the

Notwithstanding the chairman's ingenious disclaimer it is understood that Profes or A. A. Hopkins, of Rochester, whom he will probably appoint temporary chairman, carried a neatly executed draft of the plat form in his pocket. This platform, it is said, will make some pretty decisive statements, both with regard to Governor Hill's invitation to the liquo dealers and the compact which the Third party experts profess to have discovered between the Republicans and Democrats for the defeat of the Prohibitory Amendment. While no open dissensions may be allowed to disturb the harmony of the conventions ideas and methods have found expression. Hammond, a delegate to the convention from the several times received important nominations on the sentiment pretty frankly. "I think the party has become altogether too much

TANA-FARMERS FIGHTING THE FLAMES. Helena, Mont., Sept. 3.-The forest fires which have been raging in the mountains for the last six weeks are now supposed to have been extinguished by the heavy rain and snow which fell last night. In the vicinity of Elliston and Ten Mile snow to the depth of four to six inches covers the ground. The fires raged flarely Saturday and Sunday. It is estimated that 1,500 people turned out at Ellisten and other places to fight the fire. They worked all night Saturlay, and up to 1:30 on Sunday night. Many came out with searched faces, burned clothing and bloodshot eyes. Huge cinders were flying in the air, and the arrival of rain and snow was never so welcome as it was there. In the morning the top of the range was covered with snew, a rare occurrence at this

The fire still smoulders in the trunks of trees, and may take a fresh start if the wind rises. Many bridges have been burned as well as miners' cabins. The snowfall saved the town of Jay Gould, and the gold mill and mining property there. The fire at Ten Mile was a fierce and disastrous one. Sturricks & Brown's mill was a mass of ruins. The timber in that section mill was a mass of ruins. The timber in that section was fir, cedar and pine, and was said to be the finest forest in Montana. Hundreds of the trees were four feet thick at the trunk. There was one pile of logs which stood twenty feet high and 300 feet long. The area burned is large, and the occupation of the woodman in that section is gone forever, as everything is burned to ashes.

A CURIOUS FIRE FOLLOWS AN EXPLOSION.

FIREMEN BAFFLED BY GAS BURNING IN AN

EXCAVATION. A company of firemen, a squad of policemen and a crowd of other men watched a curious fire in Mercer-st, near Bleecker-st, several hours yesterday. The small building at No. 197 Mercer-st. was torn down recently to make room for a new structure. There is a deep excavation under the sidewalk, lined with beams and boards to prevent the earth from caving in On Monday and yesterday morning the workmen noticed gas escaping into the excavation. An hour before noon yesterday one of the men lit his pipe and dropped the lighted match, setting fire to th There was an explosion which did no damage, but the man who caused it fell off the scaffold on which he was at work and was bruised slightly. of flame shot up from the ground at the front of the

An alarm called the firemen and the police, but water had no effect on the flames. An attempt syndicals to ship cattle to Eurone and kill there there, made to smother the flames by throwing sand on fire. John Hyland, one of the "That's what I think," said Senator Vest, "but that is what they can't do. They have not the money."

The absence of the prominent dressed beef shippers who had been summoned as witnesses visibly intritated Senator Vest. Several times during the after hoon he saked whether Mr. Armour or Mr. Morris was present. Finally a recess was taken until tomorrow morning, there being ne other witnesses present. The committee then held a private conterned to consider whether of net write should be line.

excavation.

RAILROAD INTERESTS.

TRUNK LINE PRESIDENTS MEET.

THEY EXCHANGE IDEAS AND REVIEW THE GENERAL SITUATION.

The boys in the office that in former days was styled Commissioner Fink's, awoke from their usual s compolence yesterday to find that a meeting of trunkline presidents was in session. The presidents' meeting was called by George B. Roberts, president of the Pennsylvania, and two other presidents-Messrs. Corbin, of the Reading, and King, of the Erie-attended with Mr. Roberts. The other presidents were represented by delegates, some of whom had been summoned from the country or seaside, astenished at the unusual call in the vacation season to consider serious problems. Acting Commissioner Bullen is usually pleased to secure a quorum of vice-presidents at a summer meeting of the executive committee, and the assemblage of an official meeting of presidents at " the height of the season" chilled him so that he hastened away as speedily as possible after the official vote for

The meeting accomplished nothing except an interaccomplished as easily by correspondence. The discussion of the coal rates to the West took the form and the subject was referred back to the executive committee. To that committee also was referred the subsince the Grand Trunk of Canada advanced its eastbound tariff, including corn, in spite of the exception made on that commedity in favor of the Baltimere and Ohio when eastbound rates were advanced after the demoralization caused by the misunderstanding of the Vanderbilt Western roads. The question of allowing demoralization caused by the misunderstanding of the Vanderbilt Western roads. The question of allowing second-class palace cars on transit trains was referred to Passenger Commissioner Tuttle and the passenger committee. It was also voted to call on the presidents in the New-England Railroad Association to adjust the disputes and disturbances that have arisen over the payment of commissions by some of the Eastern roads.

GENERAL MANAGER JEFFERY GOES. AN OLD TROUBLE BROUGHT TO AN ISSUE BY

ACTING PRESIDENT HARRIMAN. Chicago, Sept. 3 (Special).-The Illinois Central Railroad is without a general manager. Jeffery resigned peremptorily from his office to-day the resignation going into effect at 5 o'clock in the afternoon. The action was taken as the result of an order given by Acting President Harriman, which practically overruled instructions given by President Fish to General Manager Jeffery just before the former's departure for Europe. From memoranda prepared by General Manager Jeffery and presented to Vice-President and Acting President Harriman with his resignation, it appears that the first trouble arose on April 17, 1889, when the Board of Directors meeting in New-York amended a by-law in referen maximum rates, being those established by the Railroad and Warehouse Commissioners of Illinois, by adding the words; "and no reduction in such rates shall be made by any officer or employe of the Illinois Central Railroad Company without the approval of the president is first had and obtained, who shall diately report his action to the Board." Both before and after the change in the by-law the matter had been thoroughly discussed in conference between President Fish, General Solicitor Ayer and General With the president's office in New-York instead of Chicago, where it had been for thirty years, it was agreed on all hands that the traffic commercial business of the company could not be satisfactorfly conducted if all questions affecting rates must be referred to the presi-At a conference early in May President Fish admitted that the amendment should be stricken out, and said he would call a meeting of the Board and have it changed. This was not done, and as President Fish was to sail for Europe July 10, General Manager Jeffery had no recourse but to hand in his resignation, which he did July 1. In his resignation, however, he said he would stay with the company until December id he would stay with the company until becomes it, provided he could exercise the same owers he had previously. This permission was given a letter from President Fish, dated July 5. Yes-dray morning Vice-President Harriman arrived in hicago, and one of his first acts was to verbally order which is considered. Chicago, and one of his first acts was to verbally order General Manager Jeffery to refer to him while in Chicago any application for reduced rates. General Manager Jeffery replied that he had arranged this matter with President Fish previous to his departure for Europe, and in view of the acting president's order, he would hand him his resignation, to take effect at 5 o'clock in the evening. This was done, and the resignation was promptly accepted by Mr. Harriman. The whole trouble is the result of a long feul between the men. Pending the appointment of a new general manager, General Superintendent Beck takes the place vacated by Mr. Jeffery.

PRESIDENT WAITE GRASPS THE HELM. Columbus, Ohio, Sept. 3 (Special.—C. C. Walte, the new president of the Hocking Valley Railroad, ar-rived in the city to-day and took possession of the He spent the day in cor property. means of the various departments, but gave no in-timation as to the policy to be pursued by the new management. Mr. Shaw, it is said, will resign as vice-president, but he is to retain his position as gen-eral manager. W. N. Cott will retire from the di-rectory, and be continued. heads of the various departments, but gave no intory, and be continued as treasurer.

CHAIRMAN FAITHORN'S REPORT.

Chicago, Sept. 3 (Special).-The report of Chairman Faithorn to the Western Freight Association this morning was a complete surprise. It was surmised that his mission to New-York to induce the trunk lines to make pro-rating arrangements with Chicago roads had been a failure. Not a member of the association thought otherwise until the chairman's report. It was, in brief, that the Trunk Lines Executive Committee had the matter in charge, and executive committee man the western Freight Association of its decision next Monday. It was therefore voted that the association adjourn until next Monday, and that no road should break the stam quo. Chairman Faithorn seemed encouraged at the result of the trip.

TO BE ARGUED BEFORE THE COMMISSION. Washington, Sept 3 .- Among the cases assigned for hearing during September by the Interstate Commerce Commission are the following: At the United States court-room, in New-York, on September 12, at 11 o'clock, the cases of John Livingston, Campville, N. Y., agt the New-York, Lake Eric and Western Railroad Company and Wells, Fargo & Co., unjust discrimination; the Poughkeepsie Iron Company agt. the Boston and Albany Railroad Company, unjust discrimination; in the matter of Interstate rates of the Mallory Steam. ship Line and the Clyde Steamship Line; Hoag & Tichenor, Binghamton, N. Y., agt. the New York, Lake Eric and Western Railroad Company, classifi-cation.

THE WESTERN RATE SITUATION.

Chicago, Sept. 3 (Special).—The Western States Passenger Association to-day absorbed the Southwestern Passenger Association. It was also decided not to recognize any cut or manipulated rates made by roads in another association and word was sent o the Central Traffic Association that on the present cut rates from Fort Wayne to the Pacific Coast full Western proportions would be charged. It was also decided not to use the present war rates between Chicago and Cincinnati, Louisville and Indianapolis as basing rates.

NO WAR PAINT ON THE M., K. & T. Kansas City, Mo., Sept. 3.—Receiver Eddy, of the Missouri, Kansas and Texas road, denies the report that his road is waging a rate war with the Southwestern roads. He says that freight rates are morely adjusted by the Missouri, Kansas and Texas, and that there are no indications that a war in rates will be waged.

SEEKING TO HAVE AN INJUNCTION DISSOLVED. Albany, N. Y., Sept. 3.—There was a hearing to-day before the Attorney-General, Mr. Tabor, in the matter of lissolving the injunction granted by Judge Patterson, of New-Tork, in February last, pending an action brought by the Attorney-General restraining the New-England Rail road Company frem constructing a shed over Pier 40. East River. The action has not yet been tried, and the ratiroad company wants the injunction dissolved, as there was an enabling act passed by the Legislature last winter allowing the "shedding" of piers in that locality. William R. Wilder, representing various commercial interests an exchanges in New-York City, argued in opposition to the

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One Dollar." It possesses poculiar strength and curative power, and effects cures where other preparations foll. Try it and you will realize its merit. Sold by all drugglets. Be sure to get Hood's Sarsaparilla.



David McClure represented the railroad company. Wilder claims that the enabling act of last winter is uncon stitutional. The Attorney-General will give a decision

VENEZUELAN COMMISSION COMPLETED.

S. F. PHILLIPS, OF NORTH CAROLINA, CHOSEN BY THE TWO MEMBERS TO BE THEIR

COLLEAGUE

Washington, Sept. 3 (Special).-Ex-Congressman John Little and Senor De Audrade, the two Com-missioners appointed by the United States and Veneguelan Governments respectively to reopen Venezue ian claims, met in this city to-day and agreed upon the third member or arbitrator. It was generally supposed that a member of one of the foreign legations would be selected to complete the Commission, but after a long conference it was decided to name an American. Accordingly, ex-Solicitor S. F. Phillips, of North Carolina, was soon selected and was sworn into office. Some time ago Mr. Phillips declined th by the appointment of Mr. Little, but his refusal was due only to the fact that he had some cases pending before the Court of Claims which he believed might interfere with his work on the Venezuelan Commissioner. The Venezuelan Commissioner and
Minister De Silva, however, joined with Mr. Little
in insisting that Mr. Phillips accept the place, and
the finally decided to do so.
This afternoon the three Commissioners qualified

and held a preliminary meeting. An organization was effected, and now the Commissioners will spend some time in studying the articles of the last convention, as well as the preceding treatles and the various acts of the two Governments in relation to the claims. It is not likely that the consideration of the claims will be reached within two months.

NO CASE AGAINST THE TWO MAROONED MEN. Washington Sept. 3.—Captair Kellogg, commanding the United States slip Ossipee, now at Newport News, has been ordered to release the two seamen whom he reserved from Arenas Key, Yucatan, some weeks ago. These men, together with a third man, were abandoned on that island by the schooner Anna. When the Ossipce arrived one of the men was dead, and the surrounding cheumstances pointed to a homicide. Upon the return of the vessel to New-York a report was sent to the Department, and the men were held in custody, pending action by the authorities here. The captain of the schooner, an American, was experated from all blame, and the question then arose whether or not there were sufficient grounds for a prosecution of the survivors for homicide. The report was referred to the Department of Justice for a prosecution of the survivors for homicide. The next was referred to the Department of Justice for opinion by the Attorney-General, who decided that prosecution could follow. There was evidence that man had been killed in self-defence; and, again, ether or not a murder had been committed, the ited States would have no jurisdiction over the c as the crime was committed in foreign bound-

INCREASE IN CIRCULATION AND IN MONEY. Washington, Sept. 3 .- From a mouthly statement prepared at the Treasury Department, it appears that during August there was a net increase of \$10,619,073 in the circulation, and an increase of \$7,646,215 in the money and bullion in the Treasury The principal increases in circulation were \$9,025,501 in gold certificates, and \$4,852,110 in eliver certificates, while the national bank notes and the United States notes decreased \$3,320,434 and \$1,901,600 respectively. In the monry and bullion holdings the penetral facesases were \$2,201,400 in standard silver dollars, and \$2,034,410 in gold bullion. The total circulation September 1 was \$1,390,306,010, and at the same date the Treasury held \$659,658,224 in money and bullion. in money and builion.

LIEUTENANT IRVINE'S SENTENCE APPROVED. Washington, Sept. 3 .- The Secretary of the Navy has approved the findings and sentence in the case of Lieutenant John C. Irvine, who was tried by a Naval court-martial of which Captain Thomas O. Selfridge was president, convened at Newport August 14. The officer was charged with scandalous conduct, drunkenness on duty, neglect of duty, and absence without leave. The court found him gulity, and sentenced him to suspension from rank and duty on furlough pay for thee years, and to retain his present number in his grade during that period.

BONDS OFFERED AND ACCEPTED. Washington, Sept. 3.-The following bond offerings

were received at the Treasury to-day: Four per registered: \$1,500, \$100, \$5,000, \$30,000, \$755.000; all at 128. Four per cents corpon: \$3,300, \$21,000, \$200; at 128. Four and a half per cents, registered: \$12,000, \$4,500, at 105 3-4. Four and a half per cents coupon: \$35,000, at 105 3-4. All the offers were accepted.

TO PREVENT AN INDIAN MEDICINE DANCE. Washington, Sept. 3.—The Acting Secretary of the Interior has requested the Secretary of War to station a troop of cavalry at Fort Sill to prevent a war dance or medicine dance by the Klowa Indians.

A strike of non-union Bohemian eigarmakers, involving nearly 500 men and women, took place a week ago in the factory of Rosenthal Brothers, Firstave, and Seventy-third-st., on the refusal of the firm to pay an advance of 50 cents per 1,000 cigars. All efforts to settle the strike failed, although Mr. Rosenthal offered the sirikers an advance of 25 cents per 1,000 cigars. Finding his efforts to compromise unavailing, Mr. Rosenthal procured writs of eviction, as all the strikers were tenants of the firm, and refused to pay rent. Yesterian ninety-two families were to have been put into the street, but at the last moment the strikers accepted the advance of 25 cents per 1,000 cigars and will return to work this morning and r t break up housekeeping.

PRINTERS DEMAND ADDITIONAL PRIVILEGES. The printers employed by Charles F. Bleom, No. 137 Williamest., went on strike yesterday. The printers struck for the privilege of "picking up ads," which means being paid twice for setting in type an advertisement, to be paid 50 per cent extra for certain kinds of work, and to insist upon a more regular pay-day. A compromise will probably be effected to-day.

#### THE WEATHER REPORT.

PORECAST TILL S P. M. WEDNESDAY. Washington, Sept. 3.—For New-England, Eastern New-York, Eastern Pennsylvania and New-Jersey, fair; stamary temperature, except slightly warmer in Rhode Island and Connecticut; southerly winds.

For Maryland, Indiaware, Virginia and the Carolinas, ight rain, preceded by fair; slightly warmer on the coast. For Georgia. Fierida, Alabama, Mississippi, Louisiana and Texas, light rains; stationary temperature. Western New-York, Western Pennsylvania and

For Western New-York, Western Pennsylvania and West Vinginia, light rains; stationary temperature. For Tonnessee and Kentucky, rain; slightly warmer. For Onto, Indiana, Michigan and Wisconsin, rain; slightly warmer to Upper Michigan. For Hilholt, light tainst a sprily warmer. For Mineson and Iowa light rain; stationary temperature, followed by cooler on Thursday. For Missouri and Arkansas, light rain; slightly warmer in the castern, shiftly cooler in the western portions. For Dakota ant Nebruska, local rains; cooler.

TRIBUNE LOCAL OBSERVATIONS. TM 1 2 3 4 5 6 7 8 9 10 12 1 2 3 4 5 6 7 8 9 10 13 79 74 70 00 30.0

Tribune Office, Sept. 4, 1 a. m.-Fine weather. dry air and light coutherly brosses, mails up yesterday's weather. The temperature ranged between 64 and 80 degrees, the average (71's) being 1's lower than on the corresponding day last year, and 's higher than on Monday. In and near this city to-day there will probably be feir reather, with sight thermal changes. THE NEW NAVY.

WHAT CONGRESS HAS DONE IN SEVEN YEARS.

MANY MILLIONS OF DOLLARS APPROPRIATED TO BUILD THIRTY-ONE STEEL WAR VES-SELS-SOME ARE COMPLETED, OTHERS

LONG OVERDUE, AND OTHERS

NOT YET BEGUN.

Washington, Sept. 3 .- Secretary Tracy has learned one thing, if he did not know it before, that while responsible for what is done in his department, he is also in part held responsible for the mistakes made by Congress. He has with commendable promptness reissued bids for the construction of the three 2,000ton cruisers for which proposals were opened on August 22 and found to be for amounts in excess of the appropriations. These three cruisers are design nated simply as cruisers Nos. 9, 10 and 11. It is somewhat singular that all the vessels now advertised for should have been designed after their con-struction was authorized instead of before. The natural manner of procedure would have been to have designs and estimates presented to Congress by the Navy Department in the first instance, but the matter was left to the House Naval Committee, which, without consulting any one connected with the Navy De-partment, proceeded to evolve from its inner consciousness certain vessels and to prescribe their limit of tonnage and price. The Navy Department should always be asked to design the ships and make the estimates of their cost, and then let Congress give the money or not, as it pleases. Secretary Tracy seems to have begun his administration in a thoroughly practical way, and it is very probable that no such mistakes as occurred under the Whitney administration, no authorization of such vessels as the 5,300-ton cruiser, patterned after the Reina Regenta, will be recorded by him. A proof of this is the appointment of a board of selected Naval officers to consider the question of how many and what sort of vessels are needed, so that when Congress meets he can go to it with a well-digested scheme for consideration.

struction of the new cruisers are substantially the same as the old, but several modifications are made in the requirements, which: it is believed, may induce contractors to offer bids within the amount available. Six months more time is given, making the contract period two and a half years; the maximum speed to be obtained is fixed at seventeen knots instead of eighteen, and the minimum speed below which the vessel will be rejected is to be sixteen instead of sixteen and a half knots. The premium rate is also altered. There will be a premium of \$25,000 for each quarter knot over the seventeen and a similar deduction for each quarter knot below the sixteen instead of, as at first, \$10,000 for the first quarter knot. \$20,000 for the second, \$30,000 for the third and \$40,000 for the fourth and all above. As the designs for hulls and machinery were based upon eighteen knots, with more than a possibility of eighteen and a half knots, there will be a good opportunity for the contractor to net \$100,000 bonus on each ship if the designs are properly drawn. There is a strong desire on the part of the shipbullders to have the four-hours' trial reduced to one or at the most to two hours. The lessened requirements for the 2,000-ton vessels ought to be successful in obtaining bids within the prescribed limits, and possibly similar modifications may be made in the 3,000-ton vossels.

The new advertisements asking for bids for the con-

The act of Congress under which these ships are to be built appropriated for eight vessels and was approved September 7. They are to include three steel cruisers or gunboats of 2,000 tons displacment, limited to \$700,000 each in cost; two steel cruisers of 3,000 tons displacement, not to exceed \$1,100,000 each in cost; one steel cruiser of 5,300 tons displacement, not to exceed \$1,800,000 in cost; one armored cruiser of 7,500 tons displacement, not to exceed \$3,-500,000 in cost; and a steel practice vessel for the Naval Academy. The 2,000-ton vessels are to be twin serew protected cruisers, with poop and forecastle decks, having open gun-deck between them, and fitted with a water-tight deck. The bids for them will be opened on October 26. Just what can be done with the 3.000-ten ships is not yet determined. The Board of Navy Officers detailed to select designs for the 5,300ton and the 7.500-ton vessels have practically compieted their plans. That for the 7 500-ton ship is nodelled after an English type with some alterations which the Board agreed to. The vessel will be 325 feet long, with a pointed bow similar to that of the Esmeralda, only the vessel will not be so low in the Her estimated cost, exclusive of armament. is the limit prescribed by Congress-#3,500,000, and speed at least nineteen knots. She will be with twin, screws, and the plans of her engines, which will be of the triple expansion type, are now in course of preparation by the Bureau of Steam Engineering The same applies to the 5,300-ton vessel, for which Congress has appropriated \$1,800,000, exclusive of the cost of the armament. Advertisements There has really been no comprehensive information

ssued for bids for the construction of these vessels. about the building of the new Navy, the steel Navy, and very few persons really know when it began, or what its condition is. The Naval Appropriation Act approved August 5, 1882, which appropriated \$1,750. 000 for the Bureau of Construction, was got through only after earnest pleading by the Navy Department. Congress provided that "Any portion of said sum not required for the purposes aforesaid may be applied toward the construction of two steam cruising vessels of war, which are hereby authorized, at a total cost. when fully completed, not to exceed the amount esti mated by the late Advisory Board for such vessels, the same to be constructed of steel of domestic manufacture." Then on March 3, 1883, this was supple mented by Congress, as indicated in the following extract from the appropriation bill of that date: the canstruction of the sicel cruiser of not less than ,300 tons displacement now specially authorized by law, two steel cruisers of not more than 3.000 nor lesthan 2,500 tons displacement each, and one dispatch boat, as recommended by the Naval Advisory Board in its report of December 20, 1882, \$1,300.002. The contracts for the construction of these four ves sels, the Chicago, Boston, Atlanta and Dolphin, were awarded to John Roach & Sons, who were the lowest pidders in each case.

The next legislation providing for the construction of steel vessels was contained in the Naval Appropriation bill approved March 3, 1885, in part as follows: "For the construction of two cruisers of not less than 3,000 nor more than 5,000 tons displacement, costing, exclusive of armament, not more than \$1,100,000 each; one heavily armed gunboat of about 1,000 tons displacement, costing, exclusive of armament, not more than \$520,000, and one light gue boat of about 800 tons displacement, costing, exclusive of armament, not more than \$275,000." Under the authority of this act bids were received for the con struction of two cruisers, the Newark and Charleston, and the two gunboats Yorktown and Petrel. The lowest bid received for the construction of the Newark was \$1,132,000, or \$32,000 in excess of the amount appropriated by Congress for the construction of the Congress was then asked to appropriate an additional amount to enable the Navy Department to contract for the construction of the vessel, and on March 3, 1857, Congress extended the limit of cost to \$1,300,000. New proposals were asked for, and the contract was awarded to Cramp & Sons for \$1,248,000. The contract to build the Charleston ares awarded to the Union Iron Works, San Francisco; the Cramps got the Yorktown, and the Columbian Iron Works, of Baltimore, got the Petrel.

An act of Congress approved August 3, 1886, pro vided for a further increase in the Navy of two seagoing double-bottomed armored vessels of about 6,000 tons displacement; one protected double-bot tomed cruiser of not less than 3,500 nor more than 5,000 tons displacement, and one first-class torpedo Plans for the armored vessels were invited a board was appointed to consider all plans submitted. and under the act an armored battle-ship known as the Texas, to be built upon plans purchased from to Barrow Ship Building Company, of England, has been begun at the Norfolk Navy Yard, and another known as the Maine is under construction at the New York Navy Yard. The protected cruiser, the Lalimore, is in course of construction by Cramp & sons, of Philadelphia, and the to:pedo boat is being built by the Herreshoff Company, of Bristol, R. L. The same act provided for the building of the dynamite erulser Vesuvius, and appropriated \$3,178,046 for the completion of the double-turreted monitors Puritan, Terror, Amphitrite, Miantonomah and Monad-On March 3, 1887, an additional appropriation o

86,100,000 was made for two steel cruisers, two steel gunboats, and a floating battery and ram. Under this authority contracts were awarded on August 8, 1887. for the building of the cruiser Philadelphia, by Cramp for the building of the cruiser Philadelphia, by Cremp & Sons; the cruiser San Francisco, by the Union Iron Works, San Francisco, and the gunboats Concord and Bennington, by the Quintard Iron Works, of this city. The contract for the floating battery, or armored coast-defence vessel, of 4,000 tons displacement, was awarded to the Union Iron Works, on April 3 last. Hence, there are thrty-one new vessels, finabed, partly completed, or authorized to be built, in addition to the five monitors. Seven years have clapsed since the first

## WHOSE VICHY AND SELTERS?

AS MANY MANUFACTURERS HAVE ADOPTED LABELS WHICH IN COLOR AND GENERAL APPEARANCE CLOSELY RESEMBLE MY OWN, I NOW AFFIX, FOR THE PROTECTION OF THE PUBLIC, TO ALL VICHY AND SELTERS SIPHONS A SECOND LABEL UPON WHICH THE PRECISE ANALYSIS OF THE WATERS CONTAINED THEREIN IS PLAINLY PRINTED.

THE PUBLIC WILL BE SURE OF GETTING WHAT THEY CALL FOR, BY WATCHING THE ANALYSIS. LABELS, AND ONLY DRINKING THE WATERS OF

#### CARL H. SCHULTZ

ADDRESS ORDERS: 430-440 FIRST AVENUE

movement was made by Congress toward building a new Navy. What is there to show for it? The following are the vessels and their present cadition:

The Dolphin was the first finished, and is the only one now at sea. She is of 1,485 tons, and cost \$315,000, or 584,000 below the limit. Although at first pronounced structurally weak, she has succeeded in making a cruise around the world, and is reported in excellent condition.

first prohounced structurally weak, she has succeeded in making a cruise around the world, and is regorded in excellent condition.

The Atlanta, 3,180 tons, has been in commission three years and has made a cruise. She is now at the New-York Navy Yard.

The Boston has also been in commission three years and has made a cruise to Central America and to flast. She is now undergoing repairs at the New-York Navy Yard, and is of the same dirensions as the Atlanta.

The Chicago, a 4,500 ton cruiser, which John Roach built for \$350,000 below the limit of \$1,24s,000, has been in commission about a year, but has become more familiar to visitors at the New-York Navy Yard, where she now is, than to anybody cise. She will probably go to the European squadron as flagship.

The Yorktown, the first of the Second edition of the new Navy, is now at Newport, ready for her speed and tactical trials. She is a guinboat of 1,700 condisplacement, and at the time of her speed trial by the builders a few months ago was reported for have accomplished both horse-power and speed requirements, but she then had 300 tons less weight than she has how.

The Newark, a protected cruiser of 4,083 tons displacement, is progressing favorably at the Cramps and she is to be completed by Octaber 27.

The Charleston is also a protected cruiser, but of 3,730 tons only, and is about campleted at San Pranelsco. She was to have been in the Government's hands on November 20, 1888, but it was only a week ago that she made her successful efficial trial trip. She will therefore soon come into possessios of the Government, and will be ready for service by January I.

The Baltimore, a protected cruiser of 4,413 tons, building by Cramps from English designs purchased from Sir William Armstrong, tonw Lord Armstrong, may also be ready for service about January I.

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ready.

The dynamite cruiser Vesuvius is another of the new vessels that is wholly in arrears. She was to have been in the Government's hands on February 11, 1888, and the time was extended four months. So far as the vessel is concerned she is ready for service, but on her last trial trip an accident to one of her pneumatic guns caused her to be returned to the contractors. She is about ready for her final read.

The Philadelphia, a protected cruiser of 4.325 tons, fit be hunched at Cramps' yard on Sa'urday, is limit of time to complete her expires on October, but she will not be ready for sea at that time. The San Francisco, a protected croiser of the me dimensions as the Newark, was also to have an completed on October 27, but she has not taken the water yet.

cen completed on October 27, but an at the water yet. The Concert and Bennington are both gunbeats of 1.700 tons displacement, and, though the time or their competion was extended to August 23, key will not be launched for another month.

The water dentities hip Texas, of 6.300 tons, was no have been completed by November 30, 1892, but the defects in the designs purchased from the Barrow Shipbuilding Company will cause an indefinate delay to been published.

the defects in the designs purposed from the services shinbulding Company will cause an indefinate delay in her pullding.

The armored cruiser Maine, 6.648 tons, is well in hand at the New-York Navy Yard, and will probably be completed at the date limit, October 3, 1892. The armored coast-defence vessel, which is limited to cost \$2,000,000, and to be of 4,000 tons, was contracted for by the Union Iron Works, San Francisco, and is to be finished by December 14, 1892. In addition to those under contract, mentioned nobye, force are seventeen other vessels authorized, for the building of which contracts will be awarded in cool time. These are: one armored emisers of 7,500 tons; one protected crosser of 5,500 tons; true protected crossers of 3,000 tons cach; one armored emisers of 1,000 tons cach; one armored emisers of 1,000 tons; one harbor-defence ram of 2,000 tons; one dynamics crusser of the Vestudius pattern; one four steel steam ties. Then the five double-intraction monitors will also be a part of the new Navy.

THE EQUALIZATION OF STATE TAXES.

NEW-YORK COUNTY'S RATE DEFENDED BY THE

STATE ASSESSORS. Albany, Sept. 3.-The State Board of Equalization

met to-day in the Secretary of State's office, and adopted the report of the State Assessors as a basis for of a table of countization for the fiscal the compliation year beginning October 1 next. In the report the

assessors say: The increased value of real estate. in 1888, was £3.213,171.201; personal, £354,258,556; total, £3.567,429,757. The increase in assessed value of real estate in 1888 over 1887 was \$01,066,807. The increased personal assessment was \$7,640,605. full value of real estate in 1888 was

64,905,604,887, As regards the inequality of taxes in New-York County, the assessors say in part:
There continue to be complaints concerning the equal-

zation of New-York. The complaints come mainly from persons who we know have not given the subject such in persons who we know have not given the subject such investigation as would warrant their criticism of the State
Board of Equalization. That there is a gross misapprehousion of the real facts is manifest. Most people look
at an equalization table, and, finding that certain amounts
have been added to or deducted from the assessment of a
county, rush to the conclusion that the per cent of the
State tax will be higher or lower. Often the effect is
directly the conceits. Foundation is the apportionment directly the opposite. Equalization is the apportionmen of the aggregate assessment of the realty among the serial counties, and its cause and effect can be determined. only by comparison of the rate. Compare New-York and Kings countles for the year 1887, about which there has

The equalization of the year named took \$22,009,788

seen some contention.

from the assessment of Kings, yet the rate was raised from 10,734 of the year before to 10,824; so that Kings paid State tax on 9-100 of 1 per cent more in 1885 than in 1883. The same equalization added to New-York #119-725.885, which advanced the rate of New-York trom 43,740 to 43,754; so that New-York paid State tax on hardly 14-1,000 of 1 per cent more of the realty than in 1886. Thus Kings in that Year was account increased twenty-six times as per cent more of the realty than in 1886. Thus Kings in that year was actually increased twenty-six times as much as New-York. In only three years out of seventeen has New-York then as low as in 1887. The average for seventeen years was 44,982. The rate in 1887 was much below this. Had New-York been equalized at this average rate in 1887, 637,143,812 at this average rate in 1887, 637,143,812 more would have been added to the equalization. During the term of the unseent State Assesses the During the term of the present State Assesser the percentage of State taxes paid by New-York County has steadily decreased. In 1873 New-York paid 51.845 per cent of the State tax, as against 44,078 per cent in 1885. Still, the question is not "what large or small portion of the State tax does New-York pay?" but "Is a just equaliration made between New York and the other fifty-line counties of the State? We have during the last summer devoted some six weeks to a thersuch and complete investgation of values in that county, and all the evidence ca-tablishes beyond controversy that the realty of the county New-York is not assessed at more than sixty per cent

of its actual value. The Commissioners of Taxes and Assessments in far that the per cent is higher, but to establish their figure they insist that we should consult no individual as to value except in their presence and under their cross examination. They also take the position that sales reported as male at the Real Estate Exchange, and which appear by carvey ances in the Register's office, are misicaling and of nevalue. This position we believe to be utterly unterable. We have suggested to the Commissioners of Taxes and Assessments of New-York that they appeint a rushworthy and competent person to attend with us at our aranges in each county to be hereafter visited. An investigation of this character will satisfy the Comtion of this character, we denot not, would satisfy the Com-

missioners that the remaining fifty-nine counties are not shirking their full share of the public burden. In New-York County the value of real estate increase in 1888 over 1887, \$48,827,030, and personal property i creased \$6,002,037. In Kings County real estate values in 1888 increased over 1887, \$23,148,597, while the amount of personal property increased \$1,097,037.

THE SITUATION IN BALTIMORE.

Baltimore, Sept. 3 (Special).—The Republicant of this city will tender the nomination for Mayor to Major Alexander Shaw, a prominent business man-if Mr. Shaw accepts the nomination the Independent Democrats and the Reform League will support him. Mayor Latrobe will try to force the regular Democrats to nominate him for a fourth term.

CONGRESSMAN BUCHANAN NOT IN THE RACE. Atlantic City, N. J., Sept. 3.—"The Atlantic City Journal" of to-morrow will contain a letter from Congressman Buchanan, thanking the Republicans of Atlantic County for urging his claims for Governor, but positively declining the honor. The letter is emplatic in tone, and removes Judge Buchanau from the Gubernatorial contest.

Shrewsbury Tomateketchup for use with all Soup Gravies. Entrees, &c. No table is complete without it.